Call me when breakfast is ready— O, mother I don't call me too soon. Shopping, of course, needs attention, But that can be done before noon. But that can be done before noon. Talk not of the folly of fashion, I do not consider it so; Parties must not be neglected, And style is important, you know. Mother, it makes me so nervous To think of your step at my door; Call me when breakfast is ready, Oh! please do not call me before.

Oh I please do not call me before.

Call me when breakfast is ready—
Oh! don't call me early, I pray,
Boctors advise to be quiet,
My spine is affected, they say.
Steep is a potent elixir,
And better than drugs or the knife;
Why, then, so much in a hurry,
Since rest is the solace of life?
Mother, do have some compassion,
And chide my late rising no more;
Call me when breakfast is ready,
Oh! please do not call me before.

On the read a breakfast is ready—
O, mother I I think I've been told,
Multitudes struggle for riches,
And barrer their comfort for gold.
Hypocrites often rise early—
Their motives are perfectly plain;
Sundays they always sleep later,
Because they have nothing to gain.
Mother I I cannot endure It,
This getting up early's a bore—
Call me when breakfast is ready,
But please do not call me before.

PEOPLE'S BANK OF SOUTH CARO. LINA.

Report of the President.

A meeting of the stockholders of the Peo Bank of Charleston was held this day in he hall of the Bank of Charleston building. Mr. James Gibbes called the meeting to order, and moved that Mr. George A. Trenholm be requested to preside, which was seconded

and adopted. Mr. James Gibbes then moved that the chairman appoint a secretary for the meeting and a committee on proxies; which was agreed to. The chairman then appointed Mr. B. Grimball secretary, and Messrs. Joseph T. Dill and P. P. Locke committee to verify proxies. The chairman then declared the meeting

ready for business. . Mr. James S. Gibbes then read his report as ident of the bank.

Mr. Yeadon then moved that the report be received and approved, and that the thanks of he meeting be returned to the president, shier and directors, for the able and satisfac tory manner in which they have conducted the financial affairs of the bank; which was Mr. R. S. Bruns then offered the following

resolution, which was adopted: Resolved. That the directors be instructed to take the necessary steps to resume business

ediately. Mr. Bruns' motion was then reconsidered, id the following amendment, offered by Mr. C. H. Simonton, was adopted:

Resolved. That the directors be instructed to take the necessary steps to resume business as soon as practicable.

Mr. John Hanckel then moved that the proceedings of the meeting, and the president's report be published in the CHARLESTON DAILY News and Courier, which was addopted. The meeting then adjourned.

BERKLEY GRIMBALL, Secretary.

Charleston, S. C., November 29, 1869

The Board of Directors of the People's Bank of South Carolina, on this occasion of their second general meeting of stockholders since he termination of the war, submit for their eration a detailed statement of their of business, and of its present condition.

The advent of peace, accompanied as it was

by the descruction of the currency in universal use, and the rain of the agricultural and commercial interests of the State, found the bank in an almost hopeless condition. Its assets ad been invested in State and public securiles, in shares of the great corporations of the nentry, and in discounted paper, and these are all affected by the common ruin. Early in the year 1865, D. L. McKay, our late presint to whose efficient management the bank had, in a large measure, been indebted for its former prosperity, came to this city, and began at once to examine the wreck and to see what could be saved. He called to his aid those of the directors who were then in the city, and we soon took such measures as the ediate emergency required. At that time there was but little money in our community, d no bank accommodation. Sensible of the pressing need, and anxious to afford to our le such aid as was in their power, the people such aid as was in their pourte the little capital at their command, to make an effort to relieve the wants of our commerce. This action was approved by the stockhold-

On the 20 of June, 1865, our books were opened, and from that day until the 1st of November ensuing, the bank transacted business. The advantage flowing to the community from the course thus pursued is a part of the history of the period. But it will always be a source of prile and congratulation to us, that even in this crippled condition our bank ras enabled to contribute somewhat to the revival of our commerce, and to its restoration from almost total destruction. The following items show the aid the bank gave our commercial community during its short existence
 Notes discounted.
 \$63,308
 77

 Exchange purchased.
 431,269
 98

 Sterling purchased.
 39,700
 29

ers at their meeting in June, 1865.

The profits on these operations now come part of the assets of the bank.

It soon became manifest that the bank, with the large circulation still in existence, could not be carried on with safety to its depositors. It had supplied, however, the immediate necessi-

Capital began slowly to flow in, other aks were in process of formation, and the board feit that the necessity which had inavced their action having ceased, due regard for the interest of their stockholders compelled a suspension of the operations of the bank. From the 1st of November, the business of bank was conducted under the name of McKay & Gibbes; and on the 2d January, 1966, operations of this new firm were closed The profits of the business conducted by

this firm amounted to \$7628 80, for the benefit of the stockholders, and now compose a part of the assets of the bank.

It may be of some interest to state that the bank opened on the 20th June, 1865, with a deposit account of \$93,000, and that from that day to the day of closing its doors the deposits averaged about \$50,000.

Being thus compelled to abandon for a time all hope o. go.n ; on with the regular business of the tank, the board a idressed themselves to the preservation and improvement of its as-

ets, and the ascertaining and liquidating its The following statement will exhibit the

condition of the bank on the 1st day of January,

\$611,390 70 Assets-Valued by Mr. H. H. De-Coupons.....Stocks.... \$177,406 00

INDEBTEDNESS

Excess of liabilities over assets. . . \$433,993 70 Of these assets no part was paying any dividend. Its discount notes could not be collected because of the absolute dearth of money. The bills in circulation, which had been reduced during the first few months of the war to the small sum comparatively of \$100,000, had been increased by the call of the Confederate Government to the large sum of

\$600,000. These bills were scattered over every part of the country, and soon became the object of large and eager speculation. They rose rapidly in value, were brought forward constantly, and daily presented for redemption, and as this, in the depressed condition of the bank, was impossible, suits were threatened, and every means used to force a settlement.

In the meantime the board, exercising rigid economy, had reduced the expenses of the bank to the lowest possible limit. Only three officers-the president, cashier and solicitor-were kept on duty, and the salaries were largely diminished. The assets were nursed, every opportunity for the purchase of the bills at the lowest rates was embraced, and soon a marked diminution in the outstanding circulation was effected. They commanded high rates in the market, and their advance in price was much greater than shown in the bonds and stocks which formed so large a part of our assets.

Sensible of this, and satisfied that although our stocks would ultimately bring very high prices, yet a sale of them at that time would involve a rainous sacrifice, and possibly bring on the insolvency of the bank, the board conceived the project of selling the real estate owned by the bank. This, after great deliberation and full discussion, and after many and free conferences with the solicitor of the bank, was effected for \$15,000 cash, and the proceeds at once invested in our bills, at a large discount. The bill-holders being still pressing in their demands, and suits having been actually commenced, looking to the payment of the funds of the bank into court, the appointment of a receiver and the forced sale of the assets with distribution among creditors, the board instructed the solicitor of the bank to make application to the Court of Equity for instructions upon the many embarrassing questions presented for their decision, and for an injunction against all creditors sueing their claims at law. This measure was completely successful, and a marked advantage was obtained as well in the settlement of claims against the bank,

and the more slow and profitable disposition of its assets. It would prove tedious to go into minute de-

tails of every operation. The death of our president, D. L. McKay, deprived us of his valuable aid and financial abilities. Immediately upon his death, and the election of the present president, the efforts to reduce the outstanding circulation were renewed, and a policy of more rapid liquidation of the circulation was inaugurated. Any bill which could be bought was purchased, and the circulation, which in 1865 was \$582,735, was soon reduced to \$66,905.

The condition of the bank to-day is shown by the following statement. The securities have been valued by Messrs. H. H. DeLeon and J. H. Wilson:

1102 shares South Carolina Railroad Company, at \$40......\$44,080 00 1002 half shares South Carolina Rali-road Company, at \$18 25..... 18,287 00 2800 shares People's Bank stock at 14,000 00 \$10,050 State of South Carolina bonds,

at 66 per cent. \$16,010 bonds of Greenville and Co-lumbia Railroad, State guaran-\$2,000 Spartanburg and Union Rail-road bonds, State guarantee, at er cent...

6,633 00

\$16,000 Charleston and Savannah Railroad 6 per cent. bonds, State guarantee, at 58 per cent. \$23,800 Savannah and Charleston Railroad 7 per cent. bonds, State guarantee, at 62 per cent..... \$33,000 Mississippi and Tennessee Railroad bonds, first mortgage,

at 80 per cent. \$15,500 Mississippi and Tennessee consolidated bonds, 8 per cent.,

Total\$174,952 00 The Legislature, at its last session, passed

an act to enable the banks of this State to resume business, or to place them in liquidation. By the first section of this act it is provided that all banks incorporated by this State, which shall continue refusing to pay its bills after 1st December, 1869, shall forfeit all corporate rights and privileges, and forbidden to transact any business as banking corporations.

The second section provides that, in case of such refusal, the banks so refusing shall be put in the hands of a receiver, to be appointed by the judge of the circuit in which the bank is situated. But that if any of them agree to redeem their bills, they shall notify the Comptroller-General of their agreement so to do.

The fourth section provides that any of the banks redeeming their bills, and are able to redeem them, and have remaining in their possession assets of the market value of \$50,000, may resume business as a banking corporation. RRAL ESTATE.

Calhoun street property.\$4,000 00 24,694 acres Florida lands 8,000 00 12,000 00 CASH ASSETS.

5.53627 Bills receivable, protested ex-change, and other assets valued

\$255,488 27 LIABILITIES. Circulation outstanding .. 66,995 90 Estimated to have been lost or destroyed.40,000 00

Surplus...... \$228,493 27

Observing the provisions of the act, the board have prepared their statement, have submitted the same to the Comptroller-General, and have placed the bank in such a posttion that it may, without great delay, resume business, if such be the wish of the stockhold-

The Board of Directors take occasion to congratulate the stockholders upon the favorable condition of the bank. For many months the duty to the stockholders of the Cheraw and prospect was most discouraging. It seemed barely possible at one time to escape the liability of stockholders, under the act of incorporation.

By earnest and persistent efforts, and by the exercise of constant vigilance, this danger has not only been avoided, but a clear surplus of and Salisbury Railroad Company-the real \$228,493 27 has been secured in investments owners of the stock-employed eminent coun-

sel to resist this application for a mandamus, which are daily rising in value. which, as well as the application for a quo war-The board take occasion here to express ranto, is yet un lecided. It cannot escape the their acknowledgments to the cashier, H. G. Loper, Esq., who has contributed all in his attention of any one whose mind is intelligentpower to place the bank in its present con- ly directed to this subject, that it would be \$162%. Crude turpentine unchanged. Tar undition, and by whose skill and energy the extremely disastrons to the interests of this changest. Contan esalasse. entire assets of the bank were saved from company, it, indeed, not fatal to its very exist Augusta, November 20.—Cotton, the decline

ary, 1865.

The board feel that they have accomplished all that lay in their power. They respectfully submit their action to the consideration of the stockholders.

JAMES S. GIBBES President. Charleston, November 29, 1869,

THE CHERAW AND DARLINGTON RAILROAD COMPANY. The President's Report.

OFFICE OF CHERAW AND DARLINGTON RAILROAD COMPANY,
CHERAW, S. C., November 15, 1869. To the Stockholders of the Cheraw and Darling-

ton Railroad Company: The president and directors of this company beg leave to submit their seventeenth annual report:

mitted, it appears that for the fiscal year ending 31st August last, the gross earnings have been \$42,560 23 And the expenses have been 24,112 43

From the treasurer's report, herewith sub

This is a very gratifying exhibit when compared with the results of the previous year's operations, and gives ground for the hope that, with the increasing prosperity of the country. we may look for a corresponding improve ment in the condition of this company. When looked at more closely, it will be found that while the receipts of the year have been but little less than those of the previous year, the expenses have been reduced about thirtythree per cent., showing that the utmost economy has been used, while at the same time, as appears from the report of the supermain considerations of safety and promptness as evidenced by the absolute freedom from acschedule, and the good condition of the roadbed and rolling stock. For further information and details as to the general operations of machinery, you are respectfully referred to the accompanying report of the superin-

The most prominent object of interest, a this time, is the debt of the company, a summary of which is as follows:

First mortgage bonds, maturing first April, 1870. ..\$150,000 00 Second mortgage bonds, maturing 75,000 00 first July, 1888..... pons overdue and outstanding, 13,500 00

38,750 00 1,000 00 Floating debt, say Of this the second mortgage bonds have already been adjusted by the issue of new bonds having twenty years to run, which have been substituted for the old bonds; and the certificates of indebtedness will not fall due until first January, 1875, so that the only debt for which provision has soon to be made is that represented by the first mortgage bonds and the past due coupons now outstanding, say in the aggregate, \$163,500; the floating debt being comparatively so small, as to be within the control of the company by the use of its

ordinary means. It is very obvious that this debt cannot be paid at maturity, and, therefore, some means should be devised for its arrangement. This, it is confidently believed, can be done, because the amount, when compared with the assets of the company, is small, and the security which can be offered is ample. When it is considered that very soon after the termination of the recent war this company resumed the payment of the interest on its funded debt, and have ever since promptly met the same, increased as it was by coupons on its bonds falling due during the war, and held over for payment, and afterwards since funded in certificates of indebt dness, the hope is confidently entertained that the whole debt may be arranged upon satisfactory terms. The board would therefore recommend that some steps be taken towards the arrangement of

this debt as soon as practicable. The prospects of an exensison of our railroa! coar stions into North Carolina, by the Cheraw and Coalfields Railroad, which, since our last annual meeting, has been changed into the Cheraw and Salisbury Railroad Company, have been very much clouded by events occurring during the past summer, to which it is proposed to invite your especial attention. It is well known that the Cheraw and Coalfields Railroad Company, which, by an amendment of their charter at the last session of the Legislature, was converted into the Cheraw and Salisbury Railroad Company, own four thousand and thirteen (4013) shares of the stock of this company-more than a majority of the whole number. In August last Major B. D. Townsend, acting as president of the Cheraw and Salisbury Railroad Company, undertook to sell this stock to Messrs. Walters & Newcomer, of Baltimore, who are understood to be very largely interested in the Wilmington and Weldon and the Wilmington and Manchester Railroads. Soon after this agreement for sale was made. which, however, was without any notice to the public that this stock was in market for sale, Mr. Townsend and Mr. Bridgers, (the latter as agent of Messrs. Walters & Newcomer,) called upon the officers of this company, and desired to know whether the proper transfer of this stock would be made upon the books of this company. The president replied that he could not make such transfer, because he had received from counsel representing a majority of the stockholders of the Cheraw and Salis bury Railroad Company a formal protest against such transfer, together with a notice that, as soon as practicable, legal proceedings would be instituted to aside such agreement for the sale of the stock. Accordingly, soon thereafter an application in the name of a large number of stockholders of the Cheraw and Salisbury Railroad Company was made for leave to file an information in the nature of a writ of quo warranto against B. D. Townsend, claiming to be president, and others, claiming to be directors of the Cheraw and Salisbury Railroad Company, the object of which was to test the validity of the title by which these persons claimed to hold their respective offices, and thereby to test the validity of the agreement for the sale of the said stock. Pending this case, an application was made by Mr. B. D. Townsend, for a mandamus to compel the president and Governments closed steadier. 62's 13%. Southtreasurer of this company to transfer the stock to Messrs. Walters & Newcomer; which, however, was amended during the progress of the case so as to make Messrs, Walters & Newcomer joint applicants. These officers, believing it to be their duty as officers of this company, as well as their Salisbury Railroad Company, to hold their hand at least until the legal rights of the parties were judiciously entertained, particularly as they were a lvised that If they improperly transferred the stock, this company might be

made liable to the stockholders of the Cheraw

capture by the United States forces in Febru- tence, that the sale above spoken of should be consummated.

least, of very doubtful policy, when it is considered that this sale is proposed to be made to persons who are not only understood to represent rival interests to those of this company, but whose counsel did not hesitate to declare that the object of the purchase was to obtain power and control, it must be patent to the mind of every one that every justiflable measure should be resorted to with a view to prevent the consummation of such a result. Any one who will look at a map will see that our road constitutes a part of what is likely soon to be the most direct line of railroad from Charleston and the South Atlantic seaboard to New York. If, therefore, this portion of this line is allowed to fall into the hands of those whose interest it will be to divert the travel from this, the most direct line, to the present route by the way of Wilmington, the consequences cannot but be disastrons to us as well as to those roads with which we are now, and hereafter expect to be, connected. Our hopes and expectations for some time past have been to extend our connections with North Carolina, either at Salisbury or Greensboro', or both, so as not only to put us on the main line of through travel, but also to open up to us the rich grain growing region of our sister State; but if this portion of the contemplated line is allowed to fall into the hands or under the control of those who are necessarily rivals, and who must from the very necessity of their position, bend all their energies to the defeat of these hopes and expectations, then we are indeed blind to our own interests, as intendent, due regard has been had to the well as to the interests of the community which built and which sustains our road. A in the transportation of passengers and freight, single glance at a map is sufficient to satisfy any one that it is against the interest of those cidents and failures to connect according to who own the Wilmington and Manchester and the Wilmington and Weldon Railroads to allow any connection north from Cheraw-either with the Chatham, Salisbury or Greensboro the road, and condition of its property and Railroads; and hence if the sale above spoken of is consummated, whereby the control of our road goes into the hands of those rival interests, we may bid tarewell to any hope of ever extending our connections northward, and possibly may be confined to only one outlet southward, instead of the two we now have.

The board cannot close this report without calling your attention, officially, to the very great losses which we have sustained, since our last annual meeting, in the death of Allan Macfarlan, who for so long a time has so ably presided over this company, and who from the first and to the last, in prosperity and in adversity, was always found at his postzealous in the discharge of his duties; and in the death of Caleb Coker, who, ever since the organization of this company, has been an active, useful and influential member of this board, and one whose wise counsels will be greatly missed at all future meetings.

Respectfully submitted. HENRY McIVER, President.

COMMERCIAL NEWS.

-Per Br ship Gorilla-6200 sacki

The Charleston Cotton, Rice and Nava Stores Market.

OFFICE CHARLESTON NEWS MONDAY EVENING, November 29, 1869. COTTON .- The market opened firmer, with some sellers asking about 24%c for middlings, at about which figures a few transactions took place; but the very strong downward tendency of gold checked operations, and sales later in the day took place at softer prices. The transactions were about 450 bales, viz: 2 at 22%; 12 at 23; 44 a 23%; 12 at 23%; 23 at 23%; 68 at 23%; 6 at 24; 72 at 24%; 151 at 24%c. We quote, somewhat nomi

nally: RICE .- The market for this grain was quiet but

steady; sales about 100 tierces of clean Carolina, av 30 tierces at 6%; 40 at 6% cts common to fine clean Carolina at 6@6%; good 6%

NAVAL STORES .- There was but little doing un der this head; sales 108 bbls No 2 rosin at \$1 80 %

PREIGHTS.—The supply of freight room to most points is for the moment sufficient for the demand. To Liverpool, by steam, engagements are making at %d \$ 1b on uplands and 1%d on sea islands; by sail, 7-16d@%d \$ b on uplands and %d on sea islands. To Havre, steam, nominal; by sail, nominal at 1%0 on uplands and 1%c on sea islands, nomina Coastwise, to New York, by steam, Mc & th on uplands and 1c on sea islands; by sail, %c & ib on plands. To Boston, by steam, nominal; by sail, Ke & ib on uplands. To Philadelphia, by steam %c % to on uplands; by sail, somewhat nom

aplanes; by sail somewhat nominal. Markets by Telegraph. POREIGN MARKETS. London, November 29 - Noon.-Consols 93%

inal. To Baltimore, by steam, 164 % & b on

Bonds 83%. Liverpool, November 29-Noon.-Cotton steady nplands 11%all%d; Orleans 12a12%d; sales 12,000 pales. Flour 22s. Red Western wheat 8s 4d; red winter 8s 9da10s.

Afternoon.-Cotton unchanged. Evening .- Cotton firm; uplands 11 %11 %d; Or leans 12a12%d; sales 14,000 bales; for speculation and export 3000 bales.

HAVANA, November 29 .- On Saturday sugar was quiet. The scanty stock checks business.

DOMESTIC MARKETS. NEW YORK, November 29-Noon.-Stocks strong Money 6a7. Sterling, long 9; short 9%. Gold 21% and weak at decline. Sixty-twos 13; Tennessees, old 56%; Virginias, ex-coupon, 50; new 53; Louisianas, old 66; Levecs 58; eights 78; Alabama eights 931; fives 60; Georgia sevens 94; North Carolinas, old 40%; new 35%. Flour unchanged and slightly favors buyers. Corn to better. Mess pork dull; old \$33 50. Cotton favors buyers and selling at 25%a25%c. Turpentine 45%a46c, Rosin quiet; strained \$2 15a2 17%. Preights

Evening. -Cotton inactive and %c lower; sales 1500 bales at 25c. Flour inactive and prices unchanged. Wheat 1c lower, closing steadler. Corn steady; mixed Western \$1 10a1 11. Pork heavy; new \$32 50. Lard heavy; kettle 19 to 1916. Whiskey \$1 06a1 07. Turpentine 45 Ma46. Rosin \$2 05a8. Freights dull; cotton, by steam, 9-32d. Money very active and closing sharp at 7. Sterling firmer at 929%, but dull. Gold closed weak at 22.

erns weak. Stocks generally unsettled and lower. Paltimore, November 29.—Ootton firm at 2%4c. Flour firmer; Howard street superfine \$4 75a. 1214. Wheat firm and active at \$1 33a1 38. Corn firm; new white 95a98; old \$1 05a1 09. Oats dull at 55257. Rye 95a\$1 05. Mess pork quiet at \$33. Bacon quiet; shoulders 15%c. Lard 19c. Whiskey held at \$1 12%.

CINCINNATI, November 29.—Corn searce: new 85; old duller. Whiskey quiet at \$1. Mess pork dull at \$31 50a32. Nothing doing in bacon; shoulders held 16%c. Sr. Louis, November 23 .- Corn old and new

very scarce; green drooping; choice dry white sacked \$1. Whiskey \$1. Mess pork \$30. Bacon, shoulders, old 16c; sides 19%c. Lard, kettle Louisville, November 29.-Corn quiet; build

Sic. Provisions quiet. Mers pork \$21. Bacon, shoulders 16 Me; clear sides 19 Me. WILMINGTON, November 29.—Spirits terpentine duli and nothing doing. Rosin steady; strained

in gold has unsettled the market; sales 400 bales; Laying aside the very important considera

receipts 868 baies; buyers offering 23e for mid SAVANNAH, November 29 .- Cotton, receipts 3890

tion that the sale of a controlling number of hales: exports 3220 bales: middling 23%c; market shares in this company to any one individual or any one corporation would be, to say the

The New York Rice Market Nov. 25. [From the Journal of Commerce, November 27.] The market is quiet. The receipts are light, and the demand is sufficient to keep prices steady. We notice sales of 75 tierces Carolina at 7ar %c. In Rangoon there is only a limited export business. We quote for lots in bond, 2%a3%c, gold.

Murray, Perris & Co.'s Naval Stores Circular.

NEW YORK, November 27.—SPIRITS TURPENTINE.—The past week has witnessed a gradual giving way of prices from 47½445½c, at which the market closes weak and tending downwards. The causes are evident. For some weeks past our market has been kept at such a point as to check consumption and prohibit exports; but has broken down under large shipments from Wilmington and the decline in gold. The sales are 1424 bbis from 48a45¼, for March; 48a48¼ for New York bbis, and include 400, to arrive, at 47½. Re-

ceipts 914 bbls; exports 46 bbls.
Rosin.—The total sales are 9000 bbls, of whic 300 are pale, at \$4 50a6, and 1000 N 375. Sales of strained are reported at \$2 10a2 20, but all over \$2 16 are either coupled with freight or delivered f. o. b. In regular way these are

selling at \$2 10 and occasionally a buyer. Receipts 10,137. Exports 1877 bbls.

Tar—Continues in a state of chronic dullness,

and there have been sales 531 bbls North County at \$2 50a2 60, the latter an improvement, and 150 Wilmington at \$2%. Receipts 1976 bbls. Exports 281 bbls.

Easton & Co.'s Cotton Report, for the

Wock ending November 26.

NRW YORK, November 27.—THE MARKET.—In our last report, the market closed weak at 25½c for middling uplands. Saturday, prices were easier, with but little business. Sales 1930 bales at 25½c. Monday, the market opened quiet, under the influence of free receipts at the ports, and prices were a shade lower. Sales 2477 bales at 25½c for middlings. Tuesday, the market was dull and quoted lower, but there was a more settled feeling. Sales 2171 bales at 25c. Liverpool was steady and unchanged. Sales 8000 bales. Wednesday, with moderae receipts, prices were steady. Sales 3301 bales at 25c. Thursday, the market was heavy, owing to the decline in gold. Sales 2596 bales at 25c. Yesterday, exporters were in receipt of advices of sales, at full prices, and they were anxious to replace. The small offering stock checked business, and the market closed strong, but unchanged. Sales 4160 bales. During the week the market has been depressed by the decline in gold. There has not been much cotton offered at any time, and yesterday some orders received could not be filled for want of stock. At the close holders demanded an advance, which was paid in some cases. Liverpool closes a shade dearer than last week, and the stock of American there is now smaller than for many years. Spinners are taking the cotton as fast as landed, and many are covering their goods. Week ending November 26. stock of American there is now smaller than for many years. Spinners are taking the cotton as fast as landed, and many are covering their goods contracts by purchasing cotton to arrive at prices below those on the spot. Our receipts this week include 1610 bales shipped from Norfolk to Liverpool. The estimate of the Agricultural Bureau has not yet been published.

Upl'd & Fia. Mobile. N. O. Texas.

porters.
Gross receipts at this port for the week 19,012 bales. Since 1st September 208,643 bales.
1869. 1868. 113,000 Stock in London...... Stock in Havre.... Affoat for Havre.....

90,000 124,410 83,000 45,990 27,464 7,003 1,226 213,804 52,441 ock in Bremen..... Stock in United States ports.... Stock in the interior towns.

Wilmington Market.

WILMINGTON, November 27.—TURPENTINE—Is unchanged in price. Sales of 750 bbls at \$3 for soft, and \$1 75 for hard, per 280 pounds.

STRIPTS TURPENTINE—Market inactive and no transactions reported.

ROSIN.—Sales of 715 bbls at \$1 65 for strained, and \$3 for No. 1.

TAL.—74 bbls sold at \$2 per bbl.

COTTON.—Sales of 14 bales at 23%c, 27 bales at 23%c, and 45 bales at 23%c per pound.

SOUTH CAROLINA RAILROAD.

1025 bales cotton, 56 bales domestics, 197 cask 1025 bales cotton, 56 bales domestics, 197 casks clay, 148 bbls naval stores, 2 cars stock, 4 cars wood. To Hailroad Agent, Pelzer, Rodgers & co, Graeser & Smith, Prost & Adger, G H Walter & co, W K Ryan, Wiss & co, J B E Sloan, Kirkpatrick & Witte, G W Williams & co, A J Salinas, Willis & Chisolm, W P Hall, Watson & Hill, Claghorn, Herring & co, Wm Roach, J & W H Armstrong, W C Courtney & co, Mowry & co, Dowling & co, W G Whilden & co, J Marshall, Jr, Wagner, Stewart & co, and others.

NORTHEASTERN RAILROAD 181 bales upland and 3 bales sea island cotton mose, &c. To W Sinkier, A J Sainas, Waiter & co, Reeder & Davis, Claghorn, Herring & co, J G Milnor & co, Oaldwell & Son, Brodic & co, Wiss & co, A Stephens, Mowry & co, Kirkpatrick & Witte, Ingraham & Son, Graeser & Smith, G W Williams & co, Frost & Adger, Ravenel & co, W K Ryan, J A Pritchard, H A Meyers and J C H Claussen.

Per steamer Emilie, from Georgetown, &c— B Read, W Watts, Miss M Watts, J E Collins, J C McKay, and 8 on deck.

MARINE NEWS CHARLESTON, NOVEMBER 30.

ARRIVED YESTERDAY.

Br ship Gorilla, Say, Liverpool-61 days. Sait
To R Mure & co. On the 22d instant, lat 29, long
78, spoke the bark Ellen, of Wexford, for Wilmington, N.C.

Nor bark Hombersund bark Hombersund, Nielsen, Liverpool—56 Salt and muse. To Ravenel & co, C Grave

ton, N.C.

Nor bark Hombersund, Nielsen, Liverpool—50 days. Salt and indse. To Ravenel & co, C Graveley, Order and others.

Steamer Emilie, Lewis, Georgetown, S.C.—185 tes rice, 5 bales cotton and sundries. To Shackelford & Kelly, J. R. Pringle & Son, J. F. O'Nelli & Son. Johnston & Holmes, J. M. Eason & Bro, Fraser & Dill, Dr. G. Prince, Terry & Nolen, H. M. Manigault, Bollmann Bros, and others.

Sloop Rough Diamond, from Wiltown. 400 bushels rough rice and 1 bale sea island cotton. To G. H. Ingraham & Son.
Plat from James Island. 3 bags sea island cotton. To Fraser & Dill.

Boat from John's Island. 9 bags sea island cotton. To Roper & Stoney.

Boat from John's Island. 6 bags sea island cotton. To Roper & Stoney.

Boat from John's Island. 5 bags sea island cotton. To Roper & Stoney.

Boat from John's Island. 5 bags sea island cotton. To Roper & Stoney.

SAILED YESTERDAY.

SAILED YESTERDAY. Bark Annie Kimbail, Stinson, Liverpool. Schr W II Steele, Buck, Baracoa. FROM THIS PORT.

Steamship James Adger, Lockwood, New November 26. UP FOR THIS PORT.

Schr D F Keeling, Robinson, at New York, No CLEARED FOR THIS PORT.

Steamship Prometheus, Gray, at Philadelphia November 25.
Sohr A II Edwards, Bartlett, at Philadelphia, November 27.

BY TELEGRAPH. SAYANNAH, November 29.—Arrived, schrs Mary J Russell, Philadelphia; Charco, New York; bark Caroline, Baltimore. Gleared, barks Armstrong, Bremen; Rosetta, Havra.

MEMORANDA.

MEMORANDA.

Consicuses per steamship Prometheus, from Philadelmini, expected to-day—Juo & Theo Getty, Radroad Agent, Dr. H. Baer, Walker, Evans & Cogswell, E.T. Burnham, Dowie & Molse, A.B. Stillman, Miss. Eliza Tucks, Carocrop, Barkley & co, Grown & Hyer, Marshall & Burge, E. Eates & co, D.A. Walker, P. Amed, Johnst & co, J. E. Adger & co, J. B. P. Alley, R. White, P. Schuchann, J. H. Vollers, Oalendorff & co, L. Elias, P. Walsh, Werner & Duesser, W.S. Cowwin & co, Fogarthe's Book Deposit Dueser, WS Cowin & co, Fegartie's Book Deportory, Neufville & Bannam, J M Martin, T A East Bh & co. C Hancowit, 1 B. Comments of the Control tory, Neufville & Hannam, J M Martin, T A Edamish & co, C Hancock, J H Graver & co, Chapcas & Heffron, Kinsonan & Bro, T A Eustis, J D Aiken & co, T J Kerr & co, W H Chafee & co, E Chapin & co, W & co to order, W F Paddon, J H Abraham, T M Bristol, Adams, Damon & co, L Mann, J Cogrove, D Risley, Risley & Creighton, Byrne & Fogarty, Charleston Mining and Mannacauring co, D W Loction, C C Righter, J N M Wohltmann, W A Mehrtens, T J Lann, M Greenlead, Western & Athanie Rairoad, E Feldmann & co, F E Knee, J H Muller, J H Wurhman, M A Tanahamson, Molean & Kendall, M H Nathan, Elakely & Gibs.

The ship Slieve Bloom, Leask, from Liverpool for this port, was spoken November 12, n 25 miles from Taskar.

OUIS MCLAIN, EROKER AND COMMISSION MERCHANT,

No. 48 BROAD STREET. Charleston, S. C.

Stocks, Bonds and Gord bought, carried and old short in New York City. Particular attention paid to the purchase and ale of all kinds of Southern Securities.

Shipping.

NEW YORK AND CHARLESTON STEAMSHIP LINE. FOR NEW YORK.

The first class side-wheel steamship CHARLESTON, James Berry, Commander, will leave Adger's South Wharf on Tuthe 30th instant, at 8 o'clock P. M. Por freight or passage engagements, apply to nov29 2 JAMES ADGER & CO., Agents. LOR PHILADELPHIA AND BOSTON.

The Steamship PROMETHEUS, Captain A. E. Gray, will leave North Atlantic Wharf Thursday, December 2, at coclock P. M. For Freight or Passage, apply to JOHN & THEO. GETTY, North Atlantic Wharf.

North Atlantic Wharf. nov27 DAST FREIGHT LINE TO BALTIMORE, PHILADELPHIA, BOSTON AND THE CITIES OF THE NORTHWEST.

The Steamship FALCON, J. D. Horsey, Commander, will sail for Baltimore on Tursday, November 30, at 4 o'clock P. M., from Pier No. 1, Union Wharves.

Enlaurance by the Steamers of this line 3/2 per cent, to Baltimore and Philadelphia. To Boston 3/2. Philadelphia Freights forwarded to that city by railroad from Baltimore without additional expense for insurance.

city by railroad from Battimore without acti-tional expense for insurance.

By arrangement with the Steamships of the Baltimore and Bremen Line, sailing Semi-Month-ly, Through Bills Lading for Corron will hereafter be issued to the latter port on accommodating 25 Through Bills Lading given to PHILADEL PHIA, BOSTON and the CITIES OF THE NORTH

For Freight engagements or Passage, apply to COURTENAY & TRENHOLM, nov26 4 Union Wharves.

FOR NEW YORK.

The superior steamship SARAGOSSA, Captain C. Ryder, will leave Vander, horst's Wharf, on THURSDAY, December 2d, 1869, at — o'clock. RAVENEL & CO., Agents. at — o'clock. nov26

CUNARD LINE OF MAIL STEAMERS Between NEW YORK and LIVERPOOL, calling at Queenstown.
AUSTRALASIAN,
ALEPPO,
CHINA,
CHINA,
SAMARIA,
SIREPIA POOL, calling at Queenstown.
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ALEPPO,
CHINA,
CUBA,
HECLA,
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One of the above First-Class Iron Mail Steamers are intended to sail as follows:
From Liverpool for New York direct every SAT-

From New York for Liverpool (calling at Cork Harbor) for New York via Boston every Tussday.

From New York for Liverpool (calling at Cork Harbor) every Thursday.

Certificates issued to bring out Passengers from any part of Europe at lowest rates.

any part of europe at lowest rates.

For Freight or Cabin Passage, apply to CHAS. G. FRANKLYN,
No. 4 Bowling Green, New York.

For Steerage Passage, apply to Trinity Building, No. 111 Broadway, New York, or to
WM. ROACH & CO., Agents, nov4 1 smw3mos

CHARLESTON EN ROUTE TO FLORIDA AND AIKEN, And other places, should lay in their supplies of Clarets, Chainpagnes, Cordials, Brandies, Whiskies Wines, Canned Soup and Meats, American and English Biscuits, Devilled Ham, Tongue, Lobster, Durham Smokin

No. 275 King street, opposite Hasel, Charleston, S. C. Branch of No. 900 Broadway, corner 20th street sept28 6mos DACIFIC MAIL STEAMSHIP COMPYS

Tobacco and Imported Segars. WM. S. CORWIN & CO.,

CALIFORNIA, CHINA AND JAPAN

Steamers of the above line leave Pier Steamers of the abeve line leave Pier No. 42, North River, foot of Canal street. New York, at 12 o'clock noon, of the 5th and 21st of every month (except when these dates fall on Sunday, then the Saturday preceding.)
Departure of 5th and 21st connect at Panama with steamers for South Pacific and Central American ports. Those of 5th touch at Manzanillo.
Steamship JAPAN leaves San Francisco for Japan and China December 4, 1869.
No California steamers touch at Havana, but go direct from New York to Aspinwall.
One hundred pounds baggage free to each adult. Medicine and attendance free.
For Passage Tickets or further information apply at the COMPANY'S TICKET OFFICE, on the wharf, foot of Canal-street, North River, New York.

F. R. BABY, Agent. march12 1yr

FOR GEORGETOWN, S. C. KRITHFIBLD, WAVERLY, AND BROOK GREEN GOING AND RETURNING.)

P. C. Lewis, will receive Preight To-DAY, at South Commercial Wharf, and leave a above, To-Moreow (Wedneday) Morning, the 1st December, at 6 o'clock. Returning, will leave Georgetown on Friday Morning, the 3d December, at 6 o'clock. She will leave this port again as above at 6 o'clock.

MORNING, the 3d December, at 6 o'clock.
She will leave this port again as above, at 6 o'clock on Monday Morning, the 6th December.
Returning, leave Georgetown at 6 o'clock Wednesday Moining, the 8th December.
All Freight must be prepaid.
For engagements, apply to
SHACKELFORD & KELLY, Agents.
nov36 1 Boyce's Wharf. MOR GARDNER'S BLUFF

AND ALL INTERMEDIATE LANDINGS ON PEEDRE RIVER VIA GEORGETOWN. The Steamer GENERAL MANI-TAULT, Captain H. S. Cordes, is to be covered to the co

For engagements apply to
SHACKELFORD & KELLY, Agents,
No. 1 Boyce's Wharf. DOR FERNANDINA, FLORIDA. INLAND ROUTE VIA BEAUFORT, HILTON

HEAD, SAVANNAH, BRUNSWICK AND ALL INTERMEDIATE LANDINGS ON THE GEORGIA COAST.

Penn Peck, will leave Charleston for above points every Sunday Morning, at 8 o'clock. Leaving Savannah Monday Morning, at 8 o'clock. Leaving Savannah Monday Morning, at 9 o'clock. Returning, she will leave Pernandina on Tursbay Afternoon, after arrival of the train from Cedar Keys and Gainesville; leaving Brunswick Same evening; leaving Savannah for Charleston, via Beaufort, on Wednesday Afternoon, at 3 o'clock. For Freight or Passage apply to
J. D. AIKEN & CO.,
South Atlantic Wharf.

EXTRA TRIP TO BEAUPORT AND CHISOLM'S LANDING ON AND AFTER DECEMBER 3.

Steamer PILOT BOY, Captain
Penn Peck, will sail for above
points every Priday Morning, at 8 o'clock. Re
turning, will leave Beaufort same evening to sail
the tide.

D. AIKEN & CO., TOR PALATKA, FLORIDA,

VIA SAVANNAH, FERNANDINA JACKSON VILLE AND LANDINGS ON ST. JOHN'S RIVER. SEMI-WEEKLY LINE.

Steemer "DICTATOR," Captain W. T. McNelly, will sail from 200 Charleston every Tuesday Evening at 8 o'cloc Charleston rely for above points.

Steemer "CITY POINT." Captain George B. Mc-Millan, will sail from Charleston every Friday Events, at 8 o'clock for above points. Connecting with all railroads at Savannah going South Connecting with the Florida Railroad. termanding for Gentle Reys, and New Orleans, connecting, at Palatka, with Hart's steamers for to Ociawaha River. Through Bills of Lading iven for freights to Mobile and New Orleans, reights payable on the wharf. All goods remaining on the wharf at sunset will be stored at risk se of owners. J. D. AIKEN & CO., nov13

TO WAGE.

The Steamer BAMSON having the permitted of the steamer BAMSON having the steamer to the steamer the steamer than the steamer the prospirate works on the Ashley and Cooperate the steamer than th

For engagements, apply on board, to Captain W. F. ADAH, or at the office of the Agency, East Bay, opposite Accommodation Wherf.

Shipping. TOR LIVERPOOL.

The fine British Bark DALKEITH, Lang-will, Master, requires 500 bales to complete cargo.
For Freight engagements apply to
ROBT. MURE & CO. novso FOR BOSTON.

The good Schooner FANNIE H. BUCK-LIN, naving three fourths cargo engaged, will take Cotton or other Freight for above port. For Freight engagements apply to RISLEY & CREIGHTON, nov30 RISLEY & CREIGHTON,

FOR NEW YORK-MERCHANT'S

LINE-THE ONLY REGULAR LINE. The schooner MINNIE, Hudson, Master, having largest portion cargo engaged, will meet with prompt dispatch.

nov29 3 WILLIAM ROACH & CO.

FOR LIVERPOOL. The British ship MUSCONGUS, W. M. Groves, Master, having a large portion of her cargo engaged, will have dispatch. Fo freight engagements apply to novze

EXCURSIONS TO ALL POINTS OF INTEREST AROUND THE HARBOR The fast sailing and comfortably appointed Yacht ELEANOR will now resume ther trips to all points in the harbor, starting EVERY MORNING, at 10 o'clock, and every APTER NOON, at 3 o'clock, from South Commercia Wharf

For Passage or Charter, apply next door south of the Mills House. nov8 3mos

Railroads.

SOUTH CAROLINA RAILROAD.

陸菌菌菌溶血管癌 GENERAL SUPERINTENDENT'S OFFICE, CHARLESTON, S. C., Sept. 15, 1869. On and after Thursday, September 16, the Passenger Trains on the South Carolina Ratiroad will run as follows:

FOR AUGUSTA. Leave Charleston.

Arrive at Charleston. 4.00 P. h

AUGUSTA NIGHT EXPRESS.
(Sundays excepted.)

Leave Charleston. 7.30 P. h

Arrive at Augusta. 6.10 A. h

Connecting with trains for Memphis, Nashvik
and New Orleans, via Grand Junction.

Leave Augusta. 4.10 P. h

Arrive at Charleston. 4.00 A. h

COLUMBIA NIGHT EXPRESS.
(Sondays excepted.) PRAVELLERS PASSING THROUGH lina Railroad. Leave Columbia..... Arrive at Charleston. SUMMERVILLE TRAIN.

....2.50 P. M 4.10 P. M7.10 A. M ...8.25 A. M. Camden and Columbia Passenger Trains on Mondays, Wednesdays and Saturdays, and Setteen Camden and Kingville daily, (Sundays Excepted.) connects with up and down Day Passengers at Kingville.

(Signed) sept16 Machinery, Castings, &c. EXCELSION INON WORKS

POOT OF 14TH STRBET, BAST RIVER IRON FRONTS, AND EVERY DESCRIPTION OF IRON WORK

GEO. R. JACKSON, BURNET & CO., Proprietors. BRANCH OFFICE, NO. 201 CENTRE

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CORNER OF HOWARD. TATEETING STREET FOUNDRY THIS ESTABLISHMENT IS NOW PURNISHING THE

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Pans, of all sizes. Horse-Powers and Gin Gearing, from 6 to 16 feet in diameter.

Sugar Mills, Sugar Mills, Sugar Boflers and

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Particular attention paid to House Fronts and Castings for Buildings, Gratings, Cistern Covers, Sash Weights, &c., &c.

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quality and finish. Also, Manufacturers of Machinery, Patent Steam and Belt Forge Hammers,
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Scrows, Patent Swage Blocks, Tire Benders, Forgings and Castings.

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Boots, Shoes, &c. THE BEST IN THE CITY.

If you want BOOTS AND SHOES, of the best make and latest styles, go to

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A perfect fit guaranteed if made to order.
Attention is especially invited to the supply of
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popular at the North.
J. STEIBER, Bootmaker,
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NOW SELLING AT COST AND LESS THAN COST. A large and well assorted involce of

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WHITE CHINA-WARE. SOUP TUREENS, SAUCE TUREENS, BOATS Covered Dishes and Dessert Pieces Cups and Sancers, Sugar and Cream, Plates, of an

nove stuth 1mo | King and Liberty streets.

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FRENCH CHINA: 75 China Dinner SETS, cost \$39 50, at \$25 a set

Sizes, &c., &c. R. H. McDOWELL, for Importors,